



127 STREET COLLECTOR CONCEPT PLANNING

SEPTEMBER 2015

What We Heard

Phase 4 - Single Concept Plan

As part of the larger community engagement initiative for this project, the goal of this phase was to present and gather feedback on the single design option for the 127th Street collector road,. The design was built using the input and feedback received from stakeholders through the previous Phases. The timing of the events in this Phase was very intentional, as we hoped to capitalize on the popularity and guaranteed local attendance at the annual Community League Day celebrations at each neighbourhood's community halls on September 19, 2015. Events were held at the following locations and times:

Inglewood Community League Hall

12515 – 116 Avenue
1 p.m. – 4 p.m.

Westmount Community League Hall

10970 – 127 Street
2 p.m. – 5 p.m.

Attendance at both events was quite good, and numerous residents provided feedback at each location, online at the City of Edmonton project webpage, and on the project MindMixer site. A summary of this input is contained in the following sections.

1 Outcomes

Participants were asked to provide feedback on several guiding objectives within the proposed concept plan. For each objective, respondents were to indicate their level of agreement with the following statements using a scale of 1 to 5, where 1 means "Strongly Disagree", and 5 means "Strongly Agree".

	1 Strongly Disagree	2	3	4	5 Strongly Agree	Don't Know
The proposed plan provides priority for pedestrian and cyclist use of the corridor	1	0	1	6	15	0
The plan provides sufficient physical separation of bikes from motor vehicle traffic and pedestrians	1	0	1	5	16	0
The plan will help to slow motor vehicle traffic on the corridor	2	2	2	8	7	2

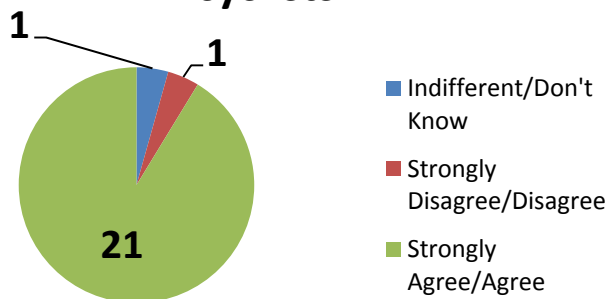


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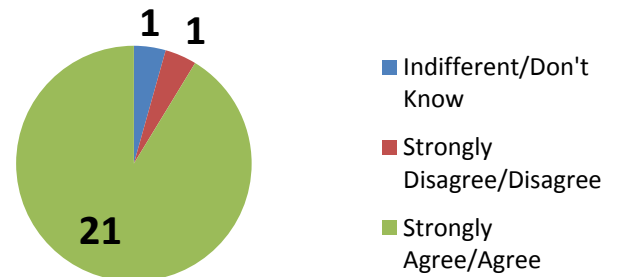
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	1 Strongly Disagree	2	3	4	5 Strongly Agree	Don't Know
The plan will help to reduce the potential for shortcutting	2	3	1	10	5	2
The plan will improve pedestrian safety on the corridor	2	1	0	12	7	1
The planned roadway will be simple and easy to use	2	0	1	11	9	0

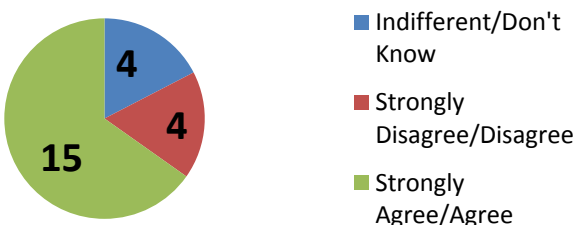
Level of Agreement - Plan priority for pedestrians and cyclists



Level of Agreement - Physical separation of bikes/motorists/pedestrians



Level of Agreement - Plan will help slow motor vehicle traffic



Level of Agreement - Plan will help reduce shortcutting

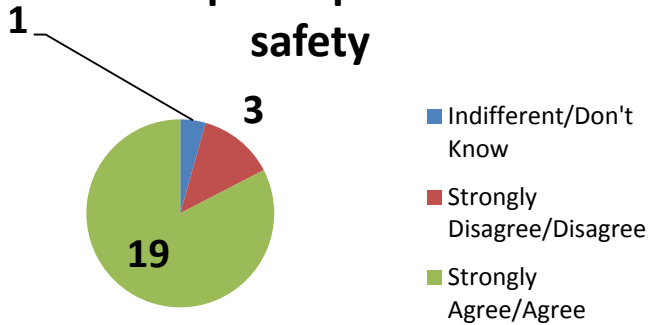




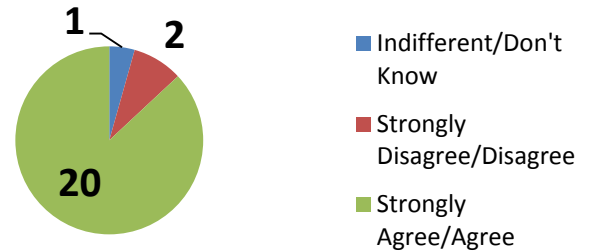
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Level of Agreement - Plan will improve pedestrian safety



Level of Agreement - Planned roadway will be simple and easy to use



Do you have any other comments about the proposed concept plan's ability to meet the desired outcomes?

- Turn 127 Street back into a 2-way road so that it can resume status [as] a collector road, decreasing traffic on 125 and 126 Streets
- Love that the cycling lane is separate from the traffic
- Some of the short-cutting is due to the 102 Avenue Bridge being closed. The other issue is that some of us in the community want a left-turning light at 124 Street and 111 Avenue and 107 Avenue. We have been told that the traffic volume is not high enough.
- I hope that the plan will slow and reduce short-cutting traffic.
- The only other thing you could do in my opinion, would be to restrict large commercial vehicles from using 127th as their "connector" to the Yellowhead. Oh well, one can always dream!
- It is hard to predict how easy to use the new roadway will be. I expect that at first it will not be simple, and drivers will be confused by the curb extensions and separated bike lanes, but will soon adjust.
- Thank you. My only observation is that given the changes to 124th Street north of 118 Avenue (no longer through to Yellowhead), there will be more northbound traffic on 127th Street south of 118 Avenue.
- I'm concerned that the shortcutting on 127 Street will be reduced but will increase on 126 Street.
- From 111 Ave to 114 Ave there are no stop signs and no bumped out pedestrian corners. We worry that traffic will not slow down enough through these areas.
- I am concerned that the northern portion doesn't begin construction until 2019 and that we have insufficient signage indicating the one-way on the stretch between 111 Ave and 114 Ave. We have people going the wrong direction every week!!! What can be done short term to help address this significant safety issue?
- I appreciate that the trees, character and charm of the neighborhood is being prioritized and retained.
- Placing the focus on bicycle traffic is a waste of tax dollars and will result in increased neighborhood problems. Has a cycle count been done? Is there sufficient tax payer offset from cyclists? Where will the parking go? Traffic and parking will have to go into the side streets creating additional congestion and safety concerns. Removing snow for the cycle path is a waste of money!!! Do cyclists really need to travel from the river across Yellowhead Trail? The city and transportation department has apparently not learned by past mistakes. This is a multimillion dollar waste of money brought to you by the same folks that brought you the NAIT LRT!!! Learn from mistakes. Focus on realistic and efficient transportation plans that will support the majority of the citizens. Don't be fooled by a few lobbyist. Ask the real questions to the residents such as, "Are you ok with losing your parking?"



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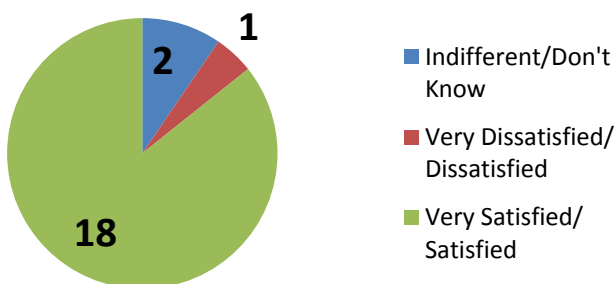
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2 Design Elements

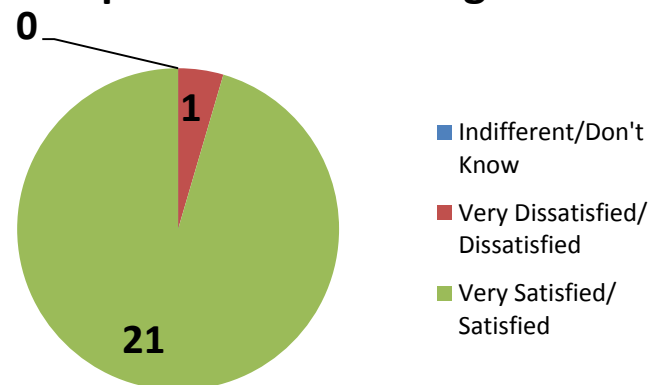
Respondents were asked to rank their level of satisfaction with the following statements, using a scale of 1 to 5, where 1 means "Very Dissatisfied", and 5 means "Very Satisfied".

	1 Very Dissatisfied	2	3	4	5 Very Satisfied	Don't Know
Physically separated two-way cycle track through the length of the corridor	1	0	2	3	15	0
Curb extensions at major pedestrian crossings	1	0	0	5	16	0
One way operation for motor vehicles	1	0	1	4	16	0
Narrowed travel lanes for motor vehicle traffic	1	0	1	3	16	0

Physically separated two-way cycle track through the length of the corridor



Curb extensions at major pedestrian crossings

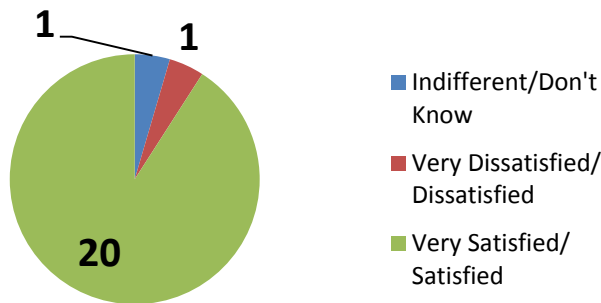




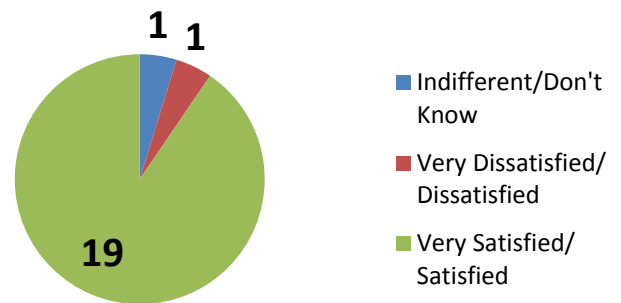
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One way operation for motor vehicles



Narrowed travel lanes for motor vehicle traffic



Do you have any other comments about the elements in the proposed concept plan?

- I always thought that the bike lane was for both south and north traffic.
- Curb cuts on the cycling lane by the schools and community hall.
- Lower speed to 30kms 24 hours per day, 7 days a week at school zones
- Snow plow and removal, plow to barrier between the road and the bike lane
- Make sure the Foreman are doing their job regarding snow removal.
- Further connection to 102 Avenue bicycle lane = easy transition to/from future LRT/present bus access ie. Covered large enough bicycle parking at 124 Street or Stony Plain Road.
- Looks very good
- Traffic calming initiatives are crucial. Would like traffic circles to be considered.
- I especially like that bikes going north will again be allowed to use the bike path and not be required to ride with the vehicle traffic. Given the narrowed lanes and speeding during morning rush hours, it was often dangerous to ride a bike then.
- It will be a waste of money. Learn from past mistakes. There [is] not enough cycle traffic to support this in any shape or form. It will create more traffic problems that will result in neighborhood congestion, accidents, injuries and likely deaths.
- It is not clear from the concept plan whether the cycle track will be connected with other bicycle infrastructure, such as 106 Avenue to 122 Street, or south of Stony Plain Road to the planned cycle track on 102 Avenue. Interconnectivity is key and infrastructure building in isolation will not be used as heavily by cyclists.



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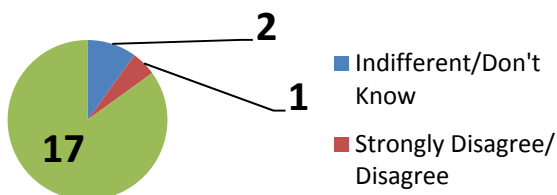
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3 How Did We Do?

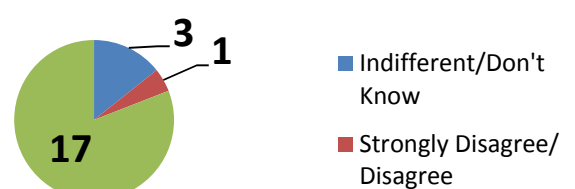
Respondents were asked to indicate their level of agreement with the following statements regarding the consultation process and the overall plan, using a scale of 1 to 5, where 1 means "Strongly Disagree", and 5 means "Strongly Agree".

	1 Strongly Disagree	2	3	4	5 Strongly Agree	Don't Know
I had opportunities throughout the project to provide input	1	0	2	5	12	0
I feel that public feedback helped to influence the concept plan	1	0	0	5	12	3
I feel that the concept plan will be an improvement to the current roadway	2	0	0	2	17	0

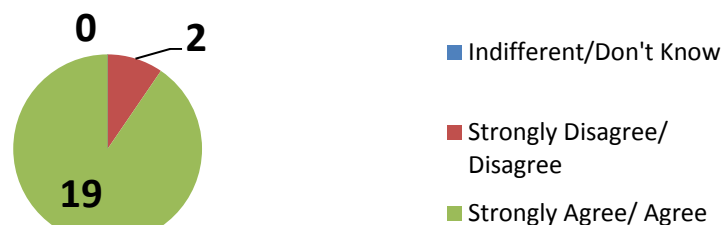
I had opportunities throughout the project to provide input



I feel that public feedback helped to influence the concept plan



I feel that the concept plan will be an improvement to the current roadway





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Do you have any other comments about the consultation process you would like to share?

- I feel I was given more than enough opportunities to voice my opinion. The consultation process was fantastic. Thanks for all your hard work.
- I went to the meeting in the spring and to look at the options and [see] which ones I like[d] and which ones I did not like. That is why I came to this Sept. 19 meeting. I did not want the roundabouts.
- Music too loud, it's not a party.
- Kitchen table meetings were great!
- Non-existent [consultation], this is what I came for!

4 About the Meeting

Participants were asked to give their feedback on the events to assist the City in preparing more high quality engagement events in the future. Respondents provided their input to the following statements by placing a mark in each respective column in indicate their level of agreement with each statement.

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't Know
I felt that my concerns were understood			10	5	1
I felt welcome and was encouraged to share my views			5	11	1
I understood why I was here			6	10	1
I understand how my feedback will be used		1	5	9	2
The language was easy to understand			5	11	1
The event was well-run		1	4	10	1
The format of the event made sense for what it was trying to accomplish		1	6	9	1
The meeting materials were clear and easy to understand			7	9	1
The project representatives were helpful, friendly, and available to talk to me			2	14	1
I have a better understanding of the project because of my attendance		1	4	11	1
I feel attending this meeting was a good use of my time			5	10	1



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Which aspects of the meeting did you find most valuable? (check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Display boards: 14 | <input type="checkbox"/> Other (please specify): 2 |
| <input type="checkbox"/> Interaction with representatives: 13 | • Maps were invaluable |
| <input type="checkbox"/> Sample temporary (pop-up) bike lane: 2 | • Street overview board/tables |

Please tell us how you heard about the today's session. (Choose all that apply)

- | | |
|---|---|
| <input type="checkbox"/> City Website: 3 | <input type="checkbox"/> Flyer: 6 |
| <input type="checkbox"/> E-mail: 1 | <input type="checkbox"/> Community League/ Other Organization: 4 |
| <input type="checkbox"/> Roadside Signs: 5 | <input type="checkbox"/> Other: 1 |

5 Additional Comments

- I would like to express my appreciation for the whole process involved in the 127 Street Collector Plan. From start to finish I felt that my concerns and the concerns of other residents in our neighbourhood were heard and acted upon. All of the presenters were approachable, friendly, and receptive to our comments. The kitchen meetings were just invaluable.
- I would like to add one comment in regards to the block from 110 to 111th Ave. I live on that block (how did you guess?) and it is sometimes very difficult to be living across from a pub in that many of the patrons there do not seem to respect this as a residential block. I would like to ask if serious consideration could be made in regard to the widened median strip on this block. At present, drivers get past the school zone and then just hit the gas in an effort to "make the light" at 111 Avenue as they continue on their way to Yellowhead. If this widened median strip could be planted with some type of landscaping, it might help to mitigate the effects of pub patrons and serve to further calm down traffic as it approaches 111 Avenue. Thank you again for a well thought out plan and your efforts on making our street more liveable.
- The venue was quite noisy as two events were on.
- Needed some tables and chairs to write evaluation
- This venue was a problem for those people who did not attend the spring meeting. We were able to ask lots of questions and were sitting at tables, there was a presentation, then we got to look at the designs. I am very glad the roundabouts were eliminated. I presume the plan is online.
- Also look at how to connect the lanes to the north-south cycling track on the old railway lines east off 122 Street and the east-west corridors going into downtown (105 Avenue for example)
- The "pop-up" bike lane was disappointing -- a few traffic cones along the existing bike lane on 127 St??? A minor complaint for a plan that is progressing well.



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- At this stage, there wasn't much opportunity for input as the project was presented as "Here is what we plan to do" after collecting input from affected people over the past several months. I had an opportunity to provide input earlier in the process. Hopefully those at the meetings today will feel that they have also been heard.
- Didn't know this survey was just related to the meeting???? It should be to collect opinions from anyone not prejudicing those who didn't attend. Again another example of how poor this process is and how the results will be skewed.
- I hope that the reconstruction of 127 Street helps the communities of Westmount and Inglewood to become better connected with each other and the rest of the city.
- Take out the 4-way stop at 128ST and 114 Ave. Traffic approaching northbound should have a stop sign on 128 St. The 4 way stop at 127 St and 114 Ave is ok. All traffic should be able to use the lanes on 114 Ave between 128 St and St. Albert Trail.
- The road should be widened - I have witnessed many near misses on road between vehicles, bicyclists and pedestrians. There should at least one set of lights installed close to the school. So that students can easily cross 127 e-w conveniently
- Carpeting of 127 Street - the condition of road very bad. Needs recarpeting / expansion, including curb and gutter, installation of street lights, renewal of playgrounds and community centers
- Improving 127 street - widening of lanes; better traffic engineering along major and minor intersections - to deal with high frequency of accidents; recarpeting; closure of gas stations at important intersections
- Controlled parking, Better Signage, Curb and gutter [improvement], to avoid frequent near misses parking on east side of roads between stony plain and 118 Avenue; signage should be improved; curb and gutter up gradation for better flow

6 Mapping Exercise Comments

At each of the events, a full length roll map of the entire corridor concept plan was provided for attendees to provide direct, spatial feedback on the plan. Transcription of these comments made on the 127 street corridor maps is in the following section, starting at Stony Plain Road and working north to 118 Avenue.

- **126 Street:** traffic is fast/busy during school drop-off/pick-up...due to one-way traffic on 127 Street.
- **Stony Plain Road & 127 Street:** Don't forget signage for cyclists to show where they can connect (southbound) to the 102 Avenue bike path from stony Plain and 127 Street intersection
- **106 Avenue:** Developers should be required to replant some trees (e.g. Corner of 106 and 127 Street (12618-106 Avenue)) kept only one tree (only one tree). Triplex crowds' lot. Other infill is the same – all big corner trees cut down = not good for air or ambience.
Co-ordinate work done by EPCOR and subcontractor so no one corner gets construction for months on end – I had two summers 7 am -7 pm construction – with central meeting point in front of my former house (12618 – 106 Avenue)
- **107 Avenue:** Danger to northbound cyclists with left turning vehicles – give priority signals at 107, 111 Avenue or cyclist activated priority signal.
- **107 Avenue & Groat Rd.:** Snow needs to be removed pathway. Also needs to be paved.
- **127 Street median:**
 - Plant material in raised median planters – like Capital Boulevard.
 - Some landscaping on this median strip (between 110 & 111 Avenues) would be a great idea. It would help to soften the effect of residents having to live across from a pub.
 - Plant the median! Make it green.
- **127 Street & 108 Avenue:** like separated bike lane; I like that it will keep bikers safer.



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- **127 Street & 109 Avenue:** Add curb extensions on all corners here
- **108 Avenue:** Would like some traffic short-cutting mitigation
- **109 Avenue:** Developers should clear sidewalks if laying sod or digging – creating a mess on sidewalk – or put boards down for pedestrians to walk on a decent surface.
- **127 Street:**
 - Love this concept! Love the 2-way separated bike lane. Super excited to see it.
 - We love the physical barrier for bikers. It is so much safer. Love the “bulb outs” at the intersections! –resident on 127 Street near school
 - Concerned about the road width – will there be enough room for parking and windrows and travel lanes?
 - Like bike lanes both ways on same side. Like parking for residents in front of houses. Like still one-way. Snow clearance should be to the west side of the road – snow sloughs on to property – need to remove the snow.
 - Suggest pedestrian style street lights.
- **WestGlen Elementary:**
 - Need crosswalk with lights in front of WestGlen School. I live across the street; see close calls – thanks for place to give input.
 - Need crosswalk in front of WestGlen Elementary
 - Crosswalk in front of school main doors. Bump out too please. Thanks
 - WestGlen needs a crosswalk in front of the front doors!! Put lights in if necessary, but it needs a crosswalk [someone seconded this comment]
 - Would like a curb cut ramp to access the bike racks north edge of school
- **Directly across 127 Street** (going northbound) from front doors of WestGlen: Bump out too please
- **Corner of cul-de-sac and 127 Street** (south bound by WestGlen): bump out here too please
- **109A Avenue:**
 - Cars travel wrong direction down one-way.
 - Plant the curb extensions at 109A Avenue and median planting between 109 Avenue to 107 Avenue in front of school (traffic calming and green beautiful benefits)
- Condos north of WestGlen School on 127 Street: Absolutely don't clear snow (i.e. Place windrows) to this side as the condos have low elevation and could flood between 110 Avenue and 111 Avenue east side.
- **127 Street & 111 Avenue:**
 - Lots of seniors crossing. Vegetation too tall?
 - Like the park
 - I liked the intersection turnarounds
 - No left off 111 northbound onto 127 Street – add in that cars should turn right, around Widdrie Park, then go north.
 - Left turn removed on 111 Avenue and 127 Street. Moved traffic to 126 Street and 128 Street. Now raceway down 126 Street – 60-70 km/hr. Use turn signals!! [additional comment of “not working” added on post-it]
- **112 & 113 Avenues:** would love to see curb extensions at 112 and 113 Avenues. There are lots of kids crossing at both.
- **104 & 118 Avenues:** I have no problem with lowering the speed limit to 30 or 40 km between 104 Avenue and 118 Avenue. [commenter on post-it: “I agree, if it's 30, people will do 40, 40, they do 50”]
- **School zones:** Speed! Lower the speed to 30 kms full-time 24 hours per day in school zones. It is not just school hours that children are crossing at crosswalks. I live on the street across from the school. Speed is a full-time problem!



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- **114 Avenue:** Block 114 Avenue to traffic between 127 Street and St. Albert Trail. Move bus lane to 115 Avenue between 124 Street and St. Albert Trail. Then south on St. Albert Trail to 114 Avenue to west on 114 Avenue to Groat Road. Do this to discourage short-cut along 114 Avenue.
- **127 Street (between 115 and 116 Avenue):** Plant material, raised median, planters, trees, and shrubs.
- **Stony Plain Road and 127 Street** – Next: Extend into other neighbourhoods
- **105 Avenue and 127 Street** – Break in cycle track concrete barrier at 105 Avenue and 127 Street for access to 105 Avenue?
- **106 Avenue and 127 Street** – stop signs are ignored here
- **106 Avenue and 127 Street (10547 127 Street)** – Remove Curb extensions. Why? Here?
- **106 Avenue and 127 Street** – 1.5 circular planter
- **Between 106 Avenue and 107 Avenue, 127 Street** – Vertical deflection (4' x road width)
- **108 Avenue and 127 Street** – too dark along bike lanes – more lights
- **108 Avenue and 127 Street** – all along 127 wider road for motorists
- **109 Avenue and 127 Street (east of intersection)** – Like curb extension – look nice too
- **109 Avenue and 127 Street (west of intersection)** – Barrier should incorporate public art + not just be a concrete “see photo from complete street display board”
- **Between 109 Avenue and 109A Avenue and 127 Street** – repave for sure!
- Side street 125 Street 116 Avenue between 115 Avenue
- **109A Avenue** – slower speed limit 50 km. People should drive speed limit + more enforcement is needed
- **109A Avenue and 110 Avenue (middle of road, 127 Street)** – repave road from Westmount Community Hall to Inglewood
- **110 Avenue & 127 Street** – What traffic controls will be in place at this intersection?
- **112 Avenue, east, north of 127 Street** – empty lots should have businesses
- **112 Avenue, east (striped meridian?)** – safer with concept
- **112 Avenue, intersection 127 Street** – lights from crosswalks from Stoney Plain to 118 Avenue it's safer
- **113 Avenue, 114 Avenue, 115 Avenue, 116 Avenue, midway to 117 Avenue (on 127 Street), “new curb extension 2”** – take out all curb extensions. Dangerous. If you are going to have them paint it bright orange or put a sign or alert that points them out so people are aware they are new. In the end DO NOT BUILD CURB EXTENSIONS!!!
- **113 Avenue** – especially 113 Avenue improved signage for one-way sign in the short term
- **115 Avenue intersection of 127 Street** – Curb extensions for traffic flowing east and west 115th
- **115 Avenue, corner, northbound 127 Street** – cyclists ignore the stop sign here
- **116 Avenue, east (striped meridian)** – 90's you already had a two lane bike lane
- **117 Avenue, north of 127 Street** – lots of volume, increased speeders using 117 Avenue to shortcut
- **117 Avenue corner, 127 Street northbound** – yield sign! (I got hit there by car)
- **117A Avenue, (11720-11730 127 Street) north (alleyway)** – SW police cars use 127 at as a secondary route at high speeds
- **118 Avenue, corner (11742 127 Street)** – police vehicle come over this curb
- **118 Avenue, westbound to 127 Street, island turning south** – police use this
- **118 Avenue, (11742 127 Street)** – Density here
- **118 Avenue, (12620 118 Avenue)** – Density here
- **General**
 - I can't wait to see what happens on hospital site (commercial & residential – please)
 - I like this plan ☺ excited to reduce the 2 lanes to 1!!
 - Let's do this construction ASAP! We need to slow down all speeders
 - Would love for my kids to be able to cycle to Westglen School safely via 127 Street
 - Start Inglewood earlier
 - (112 Avenue, west, south 127 Street) – Happy to keep parking



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- o Love it! (3x)
- o Make it happen as designed (proposed)! –Dave
- o Single lane may block traffic. Are there mitigation measures?
- o Bike parking would be good [post-it posted close to 127 Street and 110 Avenue]
- o To prevent windrows, can the city pick up snow at the same time streets are being plowed?
- o QR codes to access online survey!
- o Clear markings of one-way at every intersection. I like the plan and narrow car lane.
- o Comment on snow removal, the barrier between the road and bike lane requires to be wide enough to accommodate the snow removal. In the past years between 109 Avenue and 109A Avenue, the snow has been plowed to the house side and not the WestGlen School side. The foreman of snow removal companies get paid to do a job. So make them do so!
- o Regarding bike traffic, bike traffic is minimal. Rarely is there two bikes if at all in the present bike lane, summer or winter. Consider narrowing the bike lane and make the barrier wider to accommodate snow plow and removal
- o More condos along 118 & 111 & 107.
- o [comment was loose] Why is this a 4 way stop?